

**OSBORNE TO ASK
GOV. GLYNN TO
OUST CARLISLE**

Finds Highways Department Still Fast in Grip of Politicians.

**AKIN TELLS STORY
OF PATRONAGE BOOK**

Accused Official Kept It for Guidance in Handling Out Jobs.

CONTRACTS PAID FOR

Always Came with Campaign Contributions, and These Were Charged to State.

[By Telegraph to The Tribune.] Albany, Jan. 27.—James W. Osborne will recommend to Governor Glynn in a few days that he remove John N. Carlisle, Superintendent of Highways, and replace him with a man who will not be amenable to the solicitations and demands of politicians.

The evidence brought out in the highways graft investigation to date by Mr. Osborne to-night, to the Tribune correspondent, "proves that the state Highways Department is now and has been for years an eleemosynary institution for aged and decrepit politicians."

Theron Akin, of Fort Johnson, Montgomery County, a former member of Congress, testified to-day that Carlisle kept a sort of "patients' book," in which were recorded the names of all political leaders in the state and the "aged and decrepit politicians" they recommended for jobs and those who received them. This, it appeared, was kept to prevent any one politician from getting more than his due share of patronage.

Will Call Carlisle To-day.

Carlisle will be called as a witness to-morrow and asked to produce this "patients' book." He will be asked to explain why he keeps this novel book. Mr. Akin, a long haired and middle-aged man, looking more like a poet than a politician, began by telling how he was next to William Sulzer in Congress. "Were you a Democrat or a Republican?" asked Mr. Osborne.

"I do not know as I am anything," said Akin, running his hand through his long locks. "I was a free lance in Congress, and caucused in my hat."

From Akin's testimony and that of others who preceded him it appeared that ex-Senator Gardner, of Montgomery County, whom he described as the real Democratic leader, and County Chairman Wemple, whom he described as "Gardner's figurehead," had the final word when it came to letting highway contracts or doling out patronage from the Highways Department.

He told of calling on Governor Sulzer to see why a job was not given to Lawrence Dwyer, one of his constituents. He said that Sulzer referred him to Carlisle and that he and two companions protested against Gardner getting all the jobs.

Showed "Patients' Book."

"Carlisle replied," said Akin, "that we were all being taken care of properly. He kept a book showing that one man was credited to Senator Gardner."

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LONDON BANKERS HOPEFUL

Securities Said to Have Appreciated \$240,000,000 in Month.

[By Cable to The Tribune.] London, Jan. 28.—Not for a long time has the city been so cheerful or hopeful as just now. The Stock Exchange is convinced that the revival for which it has been looking has really begun. "The Bankers' Magazine" indicates an appreciation of \$240,000,000 in the value of 387 representative securities for the last month.

WILL UNITE AGAINST U. S.

Colombians to Make a Solid Stand in Negotiations.

Bogota, Colombia, Jan. 27.—The Liberal candidate for the Presidency has withdrawn, and all parties are to unite and support the Conservative candidate in an effort to make a solid stand in the negotiations with the United States. Colombia is seeking to stir up all South America in its behalf.

COURT KNOCKS OUT CUPID

Hundreds of Marriages of Divorced Persons Void.

Helena, Mont., Jan. 27.—Hundreds of marriages in Montana are invalid, according to a decision handed down to-day by Judge J. Miller Smith in denying the application of Henry C. Cotter, of Spokane, for appointment, as special administrator of the estate of Mamie Cruise Cotter, his supposed wife. Judge Smith held that the marriage of Miss Cruise to Cotter ten months after she had divorced Alva O'Brien, of New York, was invalid under the law prohibiting the marriage of an innocent divorced person within two years and a person divorced for cause within three years.

**DOWLING TO HEAD
WORKMEN'S BOARD**

Glynn Also to Name John Mitchell a Member—Tammany Senate to Yield.

[By Telegraph to The Tribune.] Albany, Jan. 27.—Governor Glynn intends to appoint Robert E. Dowling, president of the City Investing Company, of New York, as chairman of the compensation commission. The place, one of the most important the Governor has to fill, pays \$10,000 a year.

The Governor also will name John Mitchell, former president of the United Mine Workers, a compensation commissioner. This pays \$7,500.

These will be among the first appointments that the Governor will submit to the Senate.

There were several informal conferences here to-day between anti-Tammany Democrats, and at all the question of the elimination of Charles F. Murphy from state politics was discussed. At one of the conferences Harry Keith, of Oyster Bay, and Charles F. Rattigan, of Auburn, both anti-Murphy men, were present.

The independent Democrats believe that the Tammany Senate will confirm not only the appointments of Mitchell and Dowling, but any others that the Governor may make.

Those who conferred with Governor Glynn to-day heard him praise William Church Osborn as a possibility for the Democratic state chairmanship, and this, they say, indicates that the domination of Murphy in state affairs has passed.

**WOMEN POLICE
FOR NEW YORK**

Appointment of at Least Twenty Proposed in Assembly Measure.

[By Telegraph to The Tribune.] Albany, Jan. 27.—Assemblyman Elnor of New York, introduced a bill to-day for the appointment of women police for New York City. The bill, amending the charter, requires the Police Commissioner to appoint twenty patrolwomen and as many more as he deems advisable. The women must be citizens, five feet eight inches high and not less than thirty nor more than forty-five years old.

They are to receive the same salary as patrolmen. They may be assigned to duty at public parks, dance halls, places of amusement or on patrol duty on the streets.

The Senate Judiciary Committee reported favorably to-day the bill to permit women watchers at the polls when the woman suffrage amendments are voted on.

WESTERN GIRL BEATS MAN

Alleged Masher Thrashed and Then Given to Police.

Miss Christine Steinweis, a native of Los Angeles, but now living at No. 2324 Cadolph street, Ridgewood, gave a thrashing, in Western fashion, to an alleged masher in East New York yesterday. After the trouncing she arrested the man and handed him over to Patrolman John Fitzmaurice, of the Liberty avenue station.

The man, who said he was Stephen Scannell, twenty-five years old, of No. 2 New York avenue, had annoyed several women and then spoke to the Western woman. She jumped at him and struck him in the face.

He ran, but was caught after a chase by William Hope, an employee of the New York Telephone Company. Then Miss Steinweis took him in hand again. He begged the policeman to protect him from her.

**VANDERBILT YACHT
GUESTS RESCUED**

Wireless Brings Aid to the Manchesters and Others on Board.

**WARRIOR ON ROCKS;
ITS LOSS PREDICTED**

Accident Ends Southern Cruise Near Panama, and Party Starts Back to New York.

[By Cable to The Tribune.] Panama, Jan. 27.—The Duke and Duchess of Manchester, Lord Falconer, son of the Earl of Kintore, now in the United States, and other guests of Mr. and Mrs. Frederick W. Vanderbilt, who were on a winter cruise in Southern waters on Mr. Vanderbilt's yacht, the Warrior, were rescued to-day by the United Fruit steamship Frutera, when the yacht went aground. The party was transferred to the Almirante and is on the way to New York to-night by the way of Colon. The Warrior is equipped with wireless apparatus, and its calls for help brought the Frutera. The yacht is on the rocks of Cape Aguatilla, near Savanilla, one of the most perilous parts of the Colombian coast, and it is believed, will prove a total loss.

After the Frutera had stood by and taken off those who left the steam yacht communication was established with the Almirante by wireless. The course of the vessel was learned, and as Mr. and Mrs. Vanderbilt and their party expressed willingness to return to New York on board the Almirante the transfer was made.

A tug was sent from Kingston to aid the Warrior. The crew is still on board. The Warrior sailed from New York on December 23, and was bound for this port.

Yacht Built in Scotland.

The yacht is 255 feet long and of 1,097 gross tonnage. She was built at Troon, Scotland, in 1904.

The Duke of Manchester's mother was Consuelo Yznaga, of Ravenswood, La. The Duchess of Manchester was formerly Miss Helen Zimmerman, daughter of the Cincinnati railroad man.

Before leaving New York on the yacht Warrior, which cost \$500,000, Mr. and Mrs. Vanderbilt entertained members of the yachting party with a luncheon at the Ritz-Carlton. In honor of the Duke and Duchess of Manchester, Lord Falconer was at the luncheon. His father, the Earl of Kintore, who is touring this country, arrived yesterday in Chicago.

The Warrior, which ranks tenth in size of the New York Yacht Club's fleet, touched at Charleston, Palm Beach and Bermuda before crossing the Caribbean to the Colombian coast. She was designed by the late George L. Watson, the Clyde designer of America's Cup challenger fame, and the builder of some of England's greatest yachts, including the Thistle, the different Valkyries and the Britannia, cutters for the Prince of Wales.

The yacht carried a lifeboat raft, two lifeboats, two launches, a gig and a dingy. She was equipped with searchlights and submarine signals.

Cavanilla, the nearest town in Colombia to the spot where the Warrior struck, is a small seaport at the terminus of the railroad from Barranquilla, in the interior. It is approximately three hundred miles northeast of Colon.

Made Many Long Cruises.

Mr. Vanderbilt made many long cruises on board the steam yacht Warrior after it was launched at Troon, Scotland, in 1904. As soon as Mr. Vanderbilt took possession of the yacht he made an extended cruise to Norway, and then, as winter approached, the cruise extended to the Mediterranean. The yacht eventually arriving in this country in the spring of 1905, when

Continued on third page, third column.

**WIFE WON'T LET HIM
BE A MURDER JUROR**

Talesman Excused, as Better Half Thinks One Who Votes Death Penalty a Slayer, Too.

Benjamin K. Boyce, an electrical engineer, living at No. 612 St. Nicholas avenue, was excused from jury duty in a murder trial in General Sessions yesterday because Mrs. Boyce didn't approve of her husband being a juror.

"Do you know of any reason why you should not sit in this case?" asked Assistant District Attorney Wellman.

"Yes," answered Mr. Boyce, with emphasis. "When my wife heard I was to be called as a juror in a murder case she told me she thought any man who convicted another of murder under the present law was himself a murderer."

"And you might be governed by your wife's opinion, although the evidence warranted a verdict of murder in the first degree?" asked Judge Mulqueen.

Mr. Boyce nodded and was at once excused.

He was one of a panel called to try John Cavanaugh for shooting John Lindstrom.

**SOUND STEAMERS
TIED UP IN FOG**

Passengers in Peril on Liners Pay High Prices to Escape by Launches

**FERRIES IN CRASH
PUT 2,000 IN PANIC**

In Collision in River Car Leaps from Float to Ferry—Women Hurt.

A damp, raw blanket of dense fog came down over the city early yesterday morning. It grew worse by night and brought three ferryboats into collision, caused many steamships to anchor in Bay and Sound for safety's sake and gave weather statisticians the opportunity to describe it as "the worst fog in many years."

An unusual feature in the hindrance to navigation was the tying up of seven city bound Sound steamships from early in the morning. The "crack" steamers of the Fall River Line, the largest of the Maine Steamship Company's craft and other smaller vessels were all forced to drop anchor beyond the entrance to the East River.

When the seven steamships, the Commonwealth, the Richard Peck, the New Hampshire, the Lexington, the Maine, the Bridgeport and the Plymouth, reached the gateway of the harbor the mist had so thickened that none of the captains dared the passage of Hell Gate.

Incessant Whistling Warns.

With the coming of darkness, even the vague outlines of the ships became lost, while their lights could not be seen a ship's length away. The fact that an unusual fleet was anchored off The Bronx shore midway between Clason's Point and College Point could be realized only by the incessant whistling, which all found the only means of warning.

"Wireless," as in deep sea emergencies, was found useful during the day. On board the larger steamers the service was in constant use, as many of the passengers were being kept from important engagements, where the loss of hours meant serious financial sacrifice.

The fog also brought an opportunity for gain to an East River boatman, C. S. Quinn, the proprietor of several launches, reaped a rich harvest through the day, and at night was still taking off those passengers who had waited in the hope that by evening they could proceed. Quinn's prices were in some cases as high as the cost of passage from Fall River or Portland, some of the more anxious paying \$5 and \$10 to go ashore.

Among the latter were two men en route for San Francisco. One of them said the delay had caused them to miss train connections, the result of which would be their failure to participate in a "deal" of \$500,000. In contrast, a theatrical troupe rejoiced in the fact that its collective salaries went on, whether there was a performance or not.

Fog Settles Over City.

As night came on the fog grew worse and settled over the entire city. The mist and damp greatly hampered traffic and caused much discomfort to theatergoers.

Ferry traffic on the river and bays was fraught with considerable danger. The big municipal ferries Manhattan and Brooklyn, plying between the Battery and St. George, Staten Island, came together with a grinding crash about 6 o'clock last evening five hundred yards off the St. George ferry slip. The Manhattan, bound for St. George, had 1,500 passengers aboard, and the Brooklyn, bound for the Battery, carried about 350.

Some of the passengers were flung from their seats and slightly injured. Many became panic stricken, but were soon reassured by the crew.

After remaining wedged together for about five minutes the boats drifted apart and resumed their trips. They were able to continue in service the remainder of the night.

In the heavy pall over the Hudson the

Continued on third page, fifth column.

**BABY DROWNS IN
BATHTUB CRADLE**

Dripping Water Fills Tub While Woman Is Out of House on Shopping Tour.

When Dr. Dolan, of Fordham Hospital, in response to a call from Patrolman Hunt, arrived at the home of Mrs. Mary Stewart, at No. 2145 Southern Boulevard, about 7 o'clock last night, he was shown up to the bathroom, where a seven-month-old girl lay in a water-filled bathtub.

Seeing no signs of life in the child he used the pulmotor, but it had no effect.

Hunt then summoned Coroner Flynn, who questioned Mrs. Stewart. The dead child, Gladys, she said, she had taken to board several months ago from a woman she knew only as Mrs. Leak.

"I had to go shopping to-day," Mrs. Stewart said. "So I thought the best and safest place for Gladys was the bathtub, which was dry. I put a pillow in the tub for the baby to rest on."

"When I returned at 6 o'clock to-night I found Gladys floating in a tub full of water. The water was not running out of the faucet; it was dripping."

COLONEL GEORGE W. GOETHALS.

Sketched by a Tribune artist.

**GOETHALS NAMED
FIRST GOVERNOR
OF CANAL ZONE**

President Signs Executive Order for Permanent Government.

WILL TAKE EFFECT
ON APRIL 1 NEXT

Numerous Departments Are Created and Duties of Each Outlined.

UNDER WAR SECRETARY

Wilson to Ask Congress to Give Present Commission Charge of Canal Opening.

[From The Tribune Bureau.]

Washington, Jan. 27.—An executive order outlining the permanent organization of the civil government of the Canal Zone was signed by the President to-day, and coincident with its promulgation the official announcement was made that Colonel George W. Goethals had been appointed the first civil Governor of the Canal Zone. Assurances have come from him that he will accept the post.

The Secretary of War is authority for the statement that Colonel Goethals will accept the Governorship. He said to-day that the colonel told him in December that it was his ambition to be the first Governor. The prediction was made by Mr. Garrison that Colonel Goethals "will accept the post and will make his administration a success."

President Wilson's order creating the civil government becomes effective on April 1 next, from which date the Isthmian Commission, together with the present organization of the Panama Canal and the Canal Zone, will cease to exist. The President, however, will ask Congress to pass a resolution creating the retiring members of the commission a committee in charge of the arrangements for the celebration for the opening of the canal.

Under the terms of the executive order the Canal Zone government will consist of a department of operation and maintenance, a purchasing department, a supply department, an accounting department and a health department. Provision is also made for an executive secretary. All the departments will be under the direction of the Governor, subject to the supervision of the Secretary of War.

Under Secretary of War.

President Wilson says in a memorandum attached to the order:

"I have deemed it advisable for reasons of efficiency, economy and good administration to have all the activities connected with the Panama Canal under the supervision of one Cabinet officer."

"The troops which will be stationed on the Canal Zone for the protection of the Panama Canal are under the Secretary of War; the Panama Canal act provides that in time of war an officer of the army shall, upon the order of the President, have exclusive authority over the operation of the Panama Canal and the government of the Canal Zone. The construction of the canal has been successfully carried on under the supervision of the Secretary of War. The logical conclusion is, therefore, that the supervision of the operations of the Panama Canal under the permanent organization should be under the Secretary of War."

Assignments of Officers.

The memorandum directs that officers shall be detailed for certain duties from the several departments, as follows:

As engineer of maintenance, an officer of the corps of engineers, U. S. A., who shall act as Governor in the absence or disability of the Governor of the Panama Canal.

As superintendent of transportation, an officer of the United States navy.

As electrical engineer, an officer of the corps of engineers, U. S. A.

As captains of the terminal ports, officers of the navy.

As superintendent of shops and drydocks, a naval constructor.

As chief health officer, an officer of the medical corps of the army.

As superintendent of hospitals, an officer of the medical corps of the army.

As chief officer of the quarantine division, an officer of the United States Bureau of the Public Health.

As chief quartermaster, an officer of the quartermaster corps of the army.

Duties of the Departments.

Defining the functions of the various departments, President Wilson said:

"There shall be a department of operation and maintenance under the immediate supervision and direction of the Governor of the Panama Canal. This department shall be charged with the construction of the canal and with its operation and maintenance when completed, including all matters relating to traffic of the canal and its adjuncts, and the operation and maintenance of beacons, lights and lightships; the supervision of ports and waterways, including pilotage; the measuring and inspection of vessels, including hulls and boilers; the operation and maintenance of the Panama Railroad upon the Isthmus, including telephone and telegraph systems; the operation of locks, coaling plants, shops, drydocks and

**N. Y. WOMAN ROBBED
OF \$25,000 GEMS**

Boston Police Think Loser Won't Prosecute Thief, Whom She May Know.

[By Telegraph to The Tribune.]

Boston, Jan. 27.—Jewels worth \$25,000 stolen from a prominent New York society woman by a man who is now thought to be here are sought by the police.

A thousand dollars' reward—"and no questions asked"—is offered for the recovery of the gems. From the great care taken to prevent any information regarding the theft being made public it is believed that the thief is known to the owner of the jewels.

The gems include a diamond ring, with three stones, two white and one yellow, 14 carats each; an opal necklace, with forty-eight opals, separated by forty-eight crystals; a diamond and emerald necklace, with twenty-seven cabochon emeralds; a ruby chain, with 250 small rubies closely set in gold, and a large diamond pin, with three large cabochon diamonds.

The opal necklace is believed to have been purchased in Boston from a State street jewelry firm, for a person connected with the firm in question admits having sold a similar necklace to a wealthy New York woman on December 23 last year.

According to the Boston police, the jewels were stolen from the New York woman's home. It is understood that the man suspected of the theft is not a person whom she wishes to prosecute.

DANCE TEACHER SUES

Says Archbishop Caused Loss by Condemning Tango.

Paris, Jan. 27.—Cardinal Amette, Archbishop of Paris, has been cited to appear before the civil tribunal in a suit for \$4,000 damages brought by M. Stillson, a teacher in dancing.

Stillson sets forth that the admonition issued by Cardinal Amette early in January forbidding the dancing of the tango as a sin and condemning the dance as indecent not only caused Stillson financial loss by driving away all his pupils but was an aspersion on his moral character.

MONTEREY IN DANGER

Big Wave Floods Ward Liner—24 Hours Late.

Havana, Jan. 27.—An enormous wave nearly swamped the Ward liner Monterey, which arrived here to-day, twenty-four hours late. The sea struck the steamer early Saturday.

The intermediate quarters were flooded waist deep. Passengers, believing that the ship was sinking, adjusted life belts and rushed out on the decks, clad in their night clothing.

The Monterey reeled, and was unable to regain her normal position for some time, owing to the tons of water which had been shipped. Finally officers and men, wading up to their thighs in the water, were able to open holes, out of which the water rushed and relieved the situation.

Extra danger was caused by a number of electric streetcars consigned to a Mexican port. These the huge wave wrecked.

**PONTIFF TEACHES
TANGO SUBSTITUTE**

After Seeing Much Condemned Dance Suggests Venetian Furlana.

[By Cable to The Tribune.]

Paris, Jan. 27.—"Le Temps" to-night causes a sensation by publishing the news concerning the Pope and the tango that caused the Archbishop of Paris, Monsignor Amette, and other venerable prelates who have prohibited the tango to rub their spectacles with amazement, and arouse enthusiasm among the dowagers of the Faubourg St. Germain, and of the great ladies who give tone to the most distinguished sets of Parisian society.

According to "Le Temps" Vatican correspondent, Pope Pius X has made a thorough investigation of reasons that induced the Cardinal Vicar of Rome and other ecclesiastics to issue prohibitions against the tango.

Some days ago the Pope questioned several chamberlains of the Pontifical Court on the subject, who assured the Holy Father that the tango was not more offensive, from a pure and moral point of view, than the waltz, the mazurka or the polka.

Pope Pius X, greatly impressed by this, received two young members of the Pontifical aristocracy, a prince and his cousin, a princess, who in a strictly private audience danced the tango. The Pope regarded the couple with astonishment as they concentrated all their attention and energy on the performance of the intricate steps, and asked:

"So that is the tango as it is danced in society, is it?"

"Yes, your holiness."

"Well, my children," replied the Pope, "you don't seem to get much fun out of it. It is a sad and gloomy dance."

But before allowing the couple to go away, embarrassed as they were by the pontifical irony, the Pope said:

"I quite understand that you young folk like to dance and there is no reason why you should not dance to your hearts' content, but instead of adopting these ridiculous barbarian contortions why don't you dance that delightful Venetian dance that I often saw in my youthful days and which is at once elegant, merry and graceful? It is called La Furlana."

The Prince and his cousin asked, greatly surprised: "La Furlana?"

"What?" exclaimed Pius X; "you don't know La Furlana?"

The Pope suddenly arose and began to indicate with gestures the harmonious evolutions of La Furlana, as danced not only by the gondoliers and the people, but by Venetian patricians. The Pope explained that La Furlana was danced in couples with uplifted arms and then with alternations of groups of couples.

The Prince and his cousin at once set about to learn La Furlana. Chevalier Richetti, director of the Roman Academy of the Dance, is collecting all the variations of the old music of the Venetian Furlana, which, now launched by the personal authority of the Pope, is becoming the vogue in Rome, where, according to "Le Temps," it has completely supplanted the tango, and judging from the enthusiasm aroused here by the news from the Vatican about "the Pope's dance